

Dec. 24.

GULF ICE NOW SHOWING.

**Frost Now but Herring Scarce
at Bay of Islands.**

PROSPECT CONSIDERED POOR.

**Ice in the Arms Greatly Bothing
the Fishermen.**

Direct news from the herring fleet at Bay of Islands, N. F., received here this morning, is of a most discouraging character, and bears out the correctness of recent articles in the Times as to adverse conditions there for securing herring cargoes.

Despatches this noon say that there has been frost and also that herring have been run up to \$2.50 and \$3 per barrel. This, of course, is for stock to put on the scaffolds to freeze, and shuts out entirely the vessels that are looking for salt herring, so, unless there is a sudden change in the situation, which is not likely, it looks as though all the salt herring oaded from now on would be very few indeed.

The despatches also state that herring are very scarce and that the prospect is considered very poor by the skippers there. To add to these troubles, ice has formed in the Arms and is greatly bothering the fishermen in their operations.

The most ominous sign of all is that the gulf ice has begun to show itself, and this means that it is only a question of time when it reaches the Bay of Islands and seals it up for the winter.

Dec. 24.

Lost About All Her Trawls.

John Bishop, the Vincent Point builder, has laid the keel for a new schooner for Capt. Joseph F. Silveira, formerly of sch. Mary E. Silveira. The new craft will be 110 tons gross and will be launched about March 1.

Dec. 24.

Herring Notes.

Sch. Blanche, Capt. William Morrissey, arrived home this morning from Bay of Islands, N. F., with a full fare of salt herring.

Dec. 24.

FUR STEAMER WRECKED.

Winnipeg, Man., Dec. 24.—The Hudson Bay company's steamer Stork, which plies between London and Hudson Bay, was wrecked on Lisbon Shoals in Hudson Bay. The crew was rescued. The cargo consisted of \$1,500,000 worth of furs.

Dec. 24.

DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. William H. Rider, Georges, 45,000 lbs. salt cod.
Sch. Almeida, shore, 15,000 lbs. pollock.
Sch. John Hays Hammond, via Boston, 30,000 lbs. fresh cod.

Today's Fish Market.

Round pollock, 55 cts. per cwt.; gutted 60 cents.
Salt Georges cod, large \$4.00, mediums, \$3.00.
Bank halibut 11 cts. per lb. for white and 8 cts. for gray.
Salt pollock, \$1.50; salt haddock, \$1.50.
Eastern salt shuck trip cod, \$3.25 per cwt. for large and \$3 for markets.
Splitting prices for fresh fish, Western cod, large, \$2.00; mediums, \$1.60; Eastern cod, large, \$1.90; medium, \$1.50; cusk, \$1.60 to \$1.65; haddock, 80 cts.; hake, 75 cts.; pollock, 70 cts.
Eastern deck handline cod, \$4.00 for large and \$3.00 for mediums.

Dec. 24.

Boston.

Sch. Natalie J. Nelson, 45,000 haddock, 20,000 cod, 300 halibut.
Sch. Gladys and Sabra.
Sch. Mary A. Gleason.
Sch. John Hays Hammond, 28,000 haddock, 30,000 cod, 2000 cusk.
Haddock, \$2 to \$2.25 per cwt.

Fishing Fleet Movements.

Sch. Alice R. Lawson, bound home from Bay of Islands, N. F., with 1400 barrels salt herring, was at Louisburg, C. B., on Monday and cleared.

Dec. 26.

TO LOCATE MACKEREL

**Master Mariners Association Want
the Grampus Next Season.**

**Had Meeting and Conference on
Matter This Morning**

A special meeting of the Master Mariners Association was held this forenoon, W. W. Lufkin, private secretary to Congressman Gardner, being present by appointment. The matter talked over was regarding the feasibility of having the United States Fish Commission sch. Grampus accompany the mackerel seining fleet next season, starting early in the spring and going south and thence work this way, endeavoring to locate the mackerel, keep track of them if possible, and also to ascertain any new haunts they may have and also where they may disappear to, as they often do suddenly.

Several of the members spoke on the subject, and all laid stress on the fact that something should be done to keep track of the mackerel, and thought that they could reasonably ask the government to aid them in the matter.

Mr. Lufkin advised the association to draw up a petition, have it generally signed by skippers and fishermen, and forward it, with a statement of the case and their desires and suggestions to Commissioner of Fisheries Bowers at Washington.

He also suggested that a practical seining mackerel skipper, to be in the temporary service of the Bureau of Fisheries, be detailed to go on the Grampus, with Capt. Hanson, and to use his judgment as to the courses to pursue throughout the season in locating and keeping track of the mackerel schools.

He also suggested that the association inform the two Massachusetts senators and Congressman Gardner of what they desired in the matter and ask their assistance.

Dec. 26.

Long Hard Trips.

Sch. Fannie Belle Atwood, which arrived at Boston yesterday from the Cape Shore, has only a small trip and has been out six weeks. Sch. Elmer E. Gray is also there today. She has been out about a month and like the Atwood, has been up against it in good shape.

At this port sch. Effie M. Prior has about 35,000 pounds of fresh fish and has been gone quite a while. The captains of all three vessels report unusually severe weather to the eastward and fish scarce.

Dec. 26.

WITH GOOD TRIP.

**Sch. Sheffeyld Arrives at Her New
Home Port, Pensacola.**

Sch. Sheffeyld, Capt. G. Melville McClain, which was recently sold from this port to Pensacola parties which sailed from here early in November, arrived at her new home port a few days ago with a good trip. Capt. McClain reports a fair passage down and that he likes the vessel very much. He says that red snappers and Spanish mackerel are plenty and the latter are killing the market for the former.

Dec. 26.

Good Trip.

Sch. Wm. H. Rider, Capt. Nels Larson, arrived from a Georges' handline trip Thursday, with a good fare, having 45,000 pounds of salt cod. She went through the recent gales without losing a rope yarn, so the fare is a nice Christmas present for her owner, Mr. William A. King.

Dec. 26.

203

The Coast Guard, printed at Clark's Harbor, Nova Scotia, in the issue of this week, has an editorial which will no doubt cause quite a sensation in some parts of Nova Scotia, as it strikes boldly at an institution which has for years been recognized, if not openly admitted, as a kind of "biting off the nose to spite the face" affair, and has kept away from the merchants of Shelburne, Yarmouth, Liverpool, Halifax, Whitehead, Louisburg, North Sydney, Port Mulgrave, Port Hawesbury and other ports many thousands of good United States dollars from New England fishing vessels.

The institution to which the Coast Guard refers is the license fee or tonnage tax of \$1.50 per ton and this is how it treats with the matter:

"The Shelburne Gazette, of last week, reports several American fishing vessels at that port, which bought supplies, made repairs, and did a little business generally. These transactions, though comparatively small, must have been welcomed by the townsmen with things to sell.

"That kind of trade, the most legitimate in the world, might grow to paying proportions, were it not for the license fee which operates to hinder it without doing any good to a single interest among us. These vessels would be the natural customers of our ports and harbors were it not for that most absurd regulation which nobody undertakes to defend now. Even China no longer holds to the antiquated notion."

The Coast Guard has spoken on this subject before but apparently has received little or no support from other Nova Scotia papers, although from a business point of view there is no question as to the correctness of its assertions. Undoubtedly were the license fee relegated to the rear with other antiquities Nova Scotia business men would see the benefit on their ledgers, but here it is considered that the regulation is clung to in the hope that some day it may be used as one of the levers for lifting our tariff gate for the free entry of Nova Scotia fish or in a reduction of the duty on the same.

As a matter of fact, this belief would not appear to be warranted by existing conditions as there is no comparison between the relative values to the New England fishing interests of the duties on Nova Scotia fish and the payment of the tonnage tax, the latter being very insignificant as to outlay of money alongside the benefit derived from duty imposed on provincial fish brought into this country.

As we said before, the Coast Guard, from a business point of view at least, has practically a proven case, but we are inclined to believe that the provincial government will not be made to see it in that light for many a day to come.

Mackerel News.

The imports of salt mackerel at Boston to date are 38,624 barrels against 20,539 barrels at this time last season.

Dec. 26.

Fine Trip.

Capt. James Vanamberg and crew of the Western bank deck handliner Norma got home in time to spend Christmas on shore, coming in here just as old Santa was making his rounds. They had a fine fare, on which to celebrate the holiday, for in the hold were 70,000 pounds of salt cod.

Dec. 26.

DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. Norma, Western Bank, deck handlining, 70,000 lbs. salt cod.
Sch. Effie M. Prior, Cape Shore, 35,000 lbs. fresh fish.
Sch. Pauline, Western bank, deck handlining, salt cod.
Sch. Appomattox, shore, 15,000 lbs. pollock.

Today's Fish Market.

Round pollock, 55 cts. per cwt.; gutted 60 cents.
Salt Georges cod, large \$4.00, mediums, \$3.00.
Bank halibut 11 cts. per lb. for white and 8 cts. for gray.